AGENDA
ITEM # 9a

RESOLUTION OF TOWN COUNCIL

RESOLVED, that the Town Council transfer ONE HUNDRED TWENTY THOUSAND DOLLARS ($120,000) for remediation costs in connection with the conversion to natural gas fuel of the boilers in various town and school buildings, including the Middle School, the Memorial School, the Center School, the Board of Education Central Office, the Library/Community Center, the Town Hall/Police Department building, the Fire Department Company #1 station and the Public Works building(the "Project"); and the appropriation shall be transferred from Capital Fund, Track Resurfacing ($120,000) and the total amount shall be transferred to the Capital Reserve Fund, Natural Gas Boiler Replacement. The appropriation may be spent for remediation costs, and other expenses related to the project. Upon completion of the project, unexpended funds shall be returned to Track Resurfacing.

AGENDA
ITEM # 9b

RESOLUTION

Amending the 401A Governmental Money Purchase Plan & Trust (#7133)

RESOLVE, The Town of East Hampton has created a Governmental Money Purchase Plan & Trust (#7133) with the express purpose of providing a retirement option to the non-bargaining unit employees. On June 23, 2015 the Town Council ratified the collective bargaining agreement between the Local R1-216 National Association of Municipal Employees. The new agreement identifies that all new employees hired after July 1, 2015 will be eligible to participate in the Town's Governmental Money Purchase Plan & Trust (#7133).

NOW THEREFOR BE IT RESOLVED that the Town of East Hampton Governmental Money Purchase Plan & Trust (#7133) eligibility requirements be amended to include Local R1-216 National Association of Municipal Employees hired after July 1, 2015 and not covered by the Town's defined benefit plan.

AGENDA
ITEM # 10a

TOWN OF EAST HAMPTON
AGENDA REPORT

Item to be presented by: _TLS_____

DATE: July 8, 2015

SUBJECT: Second Reading- 2015/16 Public Water System Operating Budget & Water Use Rate

DEPARTMENT: WPCA

RECOMMENDED ACTION –to adopt the 2015/16 Operating Budget and approve new water use rates effective July 15, 2015 for the two Community Water Systems owned by the Town and operated by the WPCA.

BACKGROUND – Pursuant to direction provided by TC at the meeting of June 23, 2015, to eliminate the "Transfer from the Annual Town Budget. A public hearing was held on July 7 2015.

The recommended expense budget for both systems, $122,415.00 and represents an increase of 2.87% or $3,422.00 over last year.

The recommended increase in water rates to support this budget have been increased as follows: the Equivalent Meter Unit rate from $17.15 to $46.00 (168.0%) and the Commodity Charge rate remains at the current $5.58/$1000 gallons.

Recommended Resolution: The Town Council does hereby approve the 2015/16 Public Water System Operating Budget substantially in the form presented and furthermore adopts the following rate structure effective July 15, 2015.

Effective July 15, 2015 water billing rates are as follows:

- Equivalent Meter Units: $46.00/EMU
- Commodity Charge: $5.58/1000 gallons

ALTERNATIVE ACTIONS – at the discretion of the Town Council

FISCAL IMPACT – variable depending upon the ultimate action of the Town Council.

Town of East Hampton
Water Pollution Control Authority
P.O. Box 218, 20 Gildersleeve Drive
East Hampton, Connecticut 06424-0218
Telephone (860) 267-2536, FAX (860) 267-9913

NOTICE OF PUBLIC HEARING

Water Pollution Control Authority
Town of East Hampton
July 7, 2015

The Water Pollution Control Authority of the Town of East Hampton, Connecticut, will hold a public hearing pursuant to Chapter 102 of the Connecticut General Statues at the Town of Colchester – Town of East Hampton Wastewater Treatment Plant, 20 Gildersleeve Drive, in East Hampton, Connecticut, on the 7th of July 201, at 7:00 P.M. to consider whether or not the Town should adopt the proposed water budget and recommended water rates for the customers of the Village Center and Royal Oaks Water Systems. Copies of which are available at the Town Clerks office 20 East Main Street, East Hampton, CT 06424.

Affected property owners, electors and citizens qualified to vote in town meetings of the Town of East Hampton, Connecticut, are invited to attend and participate in such public hearing.

Dated at East Hampton, Connecticut, this 22nd day of June 2015.

East Hampton Water Pollution Control Authority
By Tim Smith
Its Public Utilities Administrator

The Public Hearing had no one from the Public in attendance, therefore no Public Comments to report 7/8/15.

Tim Smith
Tim Smith
Public Utilities Administrator

Town of East Hampton
Water Pollution Control Authority
20 Gildersleeve Drive
East Hampton, Connecticut 06424-0218

WATER RATE RECOMMENDATION 2015/16 BUDGET

The 2015/16 budget of $122,415.00 will require an increase in water rates as a result of the Town's desire to make the water systems self-sufficient and eliminate the historical Town Contribution.

The WPCA, over several meetings, developed multiple scenarios and recommended the following to meet their charge:

2.87% residential commodity increase along with a $5.00 residential meter increase and a 3.5X increase in the institutional commodity charge along with 4.1X increase in the institutional meter charge.

The Authority also provided two additional scenarios (attached). These were considered the best alternatives out of over 10 scenarios. The following table captures the key information:

Avg. Monthly Cost	VCWS Residential	ROWS Residential	Center School	Memorial School
Current Rates	$43.75	$43.75	$383.64	$627.60
WPCA Recommendation.	$49.12	$49.12	$1,817.28	$2,840.92
Town Council Recomendation	$72.22	$72.22	$861.39	$1,204.60

The WPCA Recommended Rates include an increase in residential commodity charge of $5.00 per month and a residential meter charge increase to match the fixed expenses associated with operating the community water systems. The institutional commodity charge and meter charge are proposed to increase to achieve a balanced budget without a Town Contribution.

Town Council rates include an equal increase in the residential and institutional monthly meter charge required to cover the fixed expenses associated with operating the community water systems, without utilizing the available 7,000 gallons per day at the Village Center Water System.

AGENDA
ITEM # 11a

TOWN OF EAST HAMPTON
Budget Request for July 2015

	APPROVED 2014-2015	July 2015 Requested
ADMINISTRATION & FINANCE		
TOWN MANAGER'S DEPARTMENT	$ 327,032	$ 27,253
COUNCIL - SPECIAL PROGRAMS	21,986	10,200
LEGAL DEFENSE & FEES	145,000	12,083
TOWN HALL & HUMAN SVS. ANNEX	251,910	20,993
FINANCE AND ACCOUNTING	441,387	36,782
COLLECTOR OF REVENUE	165,190	13,766
ASSESSOR'S OFFICE	177,683	14,807
BOARD OF ASSESSMENT APPEALS	1,938	162
TOWN CLERK'S OFFICE	162,807	13,567
REGISTRARS/ELECTIONS	45,483	7,500
PROBATE COURT	14,802	1,234
GENERAL INSURANCE	320,450	175,000
EMPLOYEE BENEFITS	1,355,422	112,952
INFORMATION TECHNOLOGY	76,293	12,000
CONTINGENCY	20,000	
TOTAL ADMINISTRATION & FINANCE	**3,527,383**	**458,298**
PUBLIC SAFETY		
POLICE ADMINISTRATION	307,409	25,617
POLICE REGULAR PATROL	1,359,746	113,312
LAKE PATROL/BOAT REGISTRATIONS	3,716	700
ANIMAL CONTROL	38,771	3,231
STREET LIGHTING	59,000	4,917
FIRE DEPARTMENT	280,313	23,359
FIRE MARSHAL	48,660	4,055
TOWN CENTER FIRE SYSTEM	9,050	754
E. HAMPTON AMBULANCE ASSOC.	6,500	542
CIVIL PREPAREDNESS / L.E.P.C	15,068	1,256
COMMUNICATIONS SYSTEM	124,640	10,387
TOTAL PUBLIC SAFETY	**2,252,873**	**188,130**
HEALTH AND HUMAN SERVICES		
CHATHAM HEALTH DISTRICT ASSESSMENT	115,813	30,336
HUMAN SERVICES	115,203	9,600
TRANSPORTATION	52,600	4,383
SENIOR CENTER	118,141	9,845
COMMUNITY SERVICES	5,250	438
CEMETERY CARE	5,000	417
COMMISSION ON AGING (New 2015)	1,000	83
TOTAL HEALTH AND HUMAN SERVICES	**413,007**	**55,102**
CULTURE AND RECREATION		
PARK & RECREATION	388,789	67,000
E H COMMUNITY CENTER	157,449	$ 13,121
E HAMPTON PUBLIC LIBRARY	435,618	$ 36,302
MIDDLE HADDAM LIBRARY	20,000	$ 1,667
ARTS & CULTURAL COMMISSION (New 2014)	1,950	$ 163

TOWN OF EAST HAMPTON
Budget Request for July 2015
JULY 1, 2015 - JUNE 30, 2016

	APPROVED 2014-2015	July 2015 Requested
TOTAL CULTURE AND RECREATION	**1,003,806**	**118,251**
REGULATORY		
PLANNING, ZONING & BUILDING	348,061	$ 29,005
ECONOMIC DEVELOPMENT	9,286	$ 774
CONSERVATION AND LAKE COMMISSION	15,685	$ 1,307
REDEVELOPMENT AGENCY	2,804	$ 234
MIDDLE HADDAM HISTORIC DISTRICT	1,765	$ 147
TOTAL REGULATORY	**377,601**	**31,467**
PUBLIC WORKS		
PUBLIC WORK DEPARTMENT	1,382,995	115,250
ENGINEERING	60,000	5,000
TOWNWIDE MOTOR FUEL	180,529	15,044
TOWN GARAGE	77,192	6,433
ROAD MATERIALS	350,000	29,167
TRANSFER STATION	138,662	11,555
SEPTAGE DISPOSAL	2,400	200
TOTAL PUBLIC WORKS	**2,191,778**	**182,648**
TOTAL OPERATING BUDGET (TOWN)	**9,766,448**	**1,033,896**
DEBT SERVICE (Includes tax exempt leases)	**1,299,680**	**295,513**
CONTRIBUTIONS TO OTHER FUNDS		
TRANSFER TO CAPITAL RESERVE FUND	906,169	25,950
TRANSFER TO WATER FUND	13,532	-
TRANSFER TO COMP. ABSENCES FUND	35,000	
TOTAL CONTRIBUTIONS TO OTHER FUNDS	**954,701**	**25,950**
EDUCATION	**28,265,097**	**2,355,425**
TOTAL	**$ 40,285,926**	**$ 3,710,784**

AGENDA
ITEM # 11b

MEMORANDUM OF AGREEMENT

This Memorandum of Agreement ("Agreement") is entered into by and between the Town of East Hampton ("Town") and the East Hampton Police Union Local #2407, Council 15, AFSCME, AFL-CIO ("Union"). The parties agree to the following:

1. The Town and the Union are parties to a collective bargaining agreement dated July 1, 2012 through June 30, 2016 ("collective bargaining agreement").

2. Article X, Section 1 – a. of the aforementioned collective bargaining agreement addresses the issue of the work schedule for bargaining unit employees.

3. The Town is seeking to address and implement revisions to the current schedule for bargaining unit employees.

4. The Union agrees to make a good faith effort to work with the Town to develop a revised schedule for bargaining unit employees.

5. Accordingly, the Union will work collaboratively with the Town to develop a revised schedule for bargaining unit employees.

6. Prior to implementing the revised schedule, the Union will conduct a vote of bargaining unit members on the issue on whether they approve the revised schedule.

7. Upon creation and approval of the revised schedule, the Town will engage in a "test run" of the schedule for a period of time agreed to with the Union.

8. In the event that as a result of the process set forth above the revised schedule is implemented, the Town agrees that for the 2015-2016 and 2016-2017 fiscal years:

    a. The Town will maintain a workforce of fourteen (14) full-time officers consisting of:

        i. A minimum of three (3) full-time sergeants; and

        ii. A minimum of eleven (11) full-time patrolmen.

    b. The Chief of Police position shall not count toward the fourteen (14) officers set forth herein.

9. The parties agree that this Memorandum of Agreement and the terms contained herein shall neither act as a past practice nor a precedent.

The parties have reached this Agreement as of this day of July, 2015.

Town of East Hampton

East Hampton Police Union Local #2407,
Council 15, AFSCME, AFL-CIO

12f

2015

AMERICAN PUBLIC WORKS ASSOCIATION
2345 Grand Boulevard, Suite 700
Kansas City, MO 64108-2625
Phone: (816) 472-6100
Fax: (816) 472-1610
Toll-Free: (800) 848-APWA

Pothole Fact Sheet

Why are they called potholes?

Pottery makers in 15th and 16th century England would take advantage of the ruts that wagon and coach wheels gouged into roads. Anxious for a cheap source of raw materials for making clay pots, the potters would dig into the deep ruts to reach clay deposits underneath. Teamsters driving wagons and coaches over those roads knew who and what caused these holes and referred to them as "potholes."

- Story attributed to the late trivia expert and syndicated columnist L. M. Boyd

The North American love of the open road is tested every late winter and spring when millions of pavement potholes suddenly appear seemingly everywhere. Mobility is increasingly integral to our way of life.

Did you know that 254 million registered vehicles travel nearly 3 trillion miles on more than 4 million miles of streets and highways in North America? An estimated 32% of our major roadways are rated in poor to mediocre condition, and driving on poor roads costs motorists $67 billion in additional car operating and repair costs annually, according to the American Society for Civil Engineers (ASCE) 2013 Reportcard on America's Infrastructure.

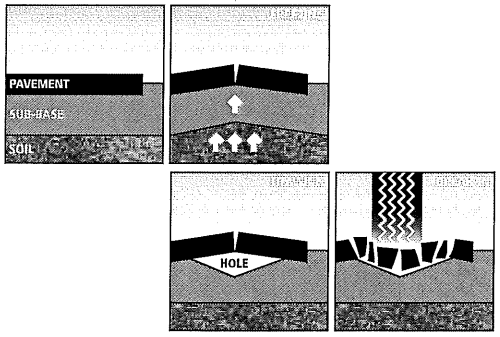
Driving over rough pavement affects travel costs for motorists in terms of vehicle operating costs, travel delays, and crash or accident costs. Motorists paid an extra $444 a year in 2014 - a total of $6.4 billion, according to AAA Mid-Atlantic, in vehicle repairs and operating costs. For municipalities, pothole repair expenses include personnel, equipment, and materials, and on a national basis equates to a multi-million dollar annual expenditure.

For example:

- Driving on roads in need of repair and full of potholes costs motorists in Washington, D.C. approximately $833 per motorist, or $311 million a year, according to the American Society of Civil Engineers Report Card for Infrastructure.
- In 2013, the City of San Diego, CA. filled over 30,000 potholes, spending $1.3 million for pothole repair.
- In Oklahoma City, OK. The city spends $1 million to make repairs to as many as 90,000 potholes each year.
- In 2012, Columbus, OH. spent $175,578 for the hot and cold mix asphalt patch material to patch 130,397 potholes.

What causes a pothole?

Potholes are created when the top layer of pavement and the material beneath—called the base or sub-base—cannot support the weight of the traffic. Two factors are always present in such a failure: TRAFFIC and WATER.



The "gestation period" for a pothole includes:

1) Snow-melt or rain seeps through cracks in the pavement and into the sub-base; if the moisture cannot adequately drain away from the sub-base and soil underneath, it becomes saturated and soft.
2) Trapped moisture is subjected to repeated freeze/thaw cycles–and with each occurrence the expanding ice lifts and cracks the pavement more. The passing traffic weakens the pavement, cracking it further.
3) As temperatures rise and the ice melts, a void is left under the pavement. This void collects more water, and during the next freeze, the void will enlarge.
4) Vehicles driving over the weakened pavement pound it until the surface breaks and collapses into the void below, thus creating a pothole.

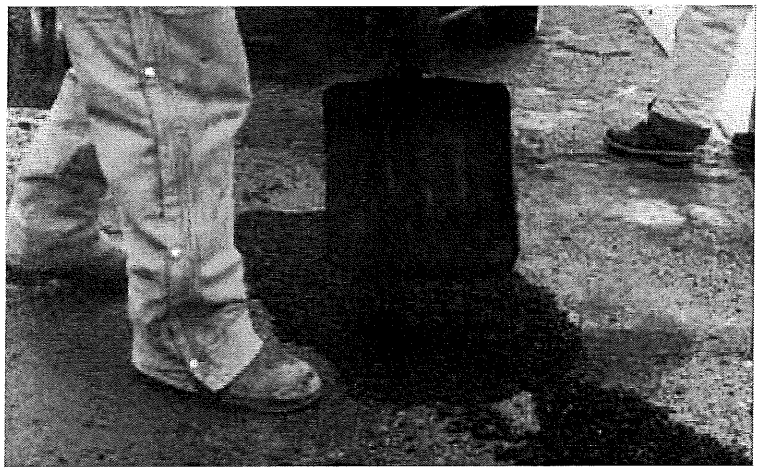
What affects pavement life?

Pavement life is influenced by many factors: vehicle loading (axle loads, tire pressure and gross vehicle weight [GVW]), traffic volume and mix, environmental conditions, topography, subgrade condition, initial pavement design and construction practices, maintenance activity and pavement age.

Traffic volume has increased significantly and this trend will continue —but few new lane-miles have been added to the nation's highway, road and street network and are not expected to keep pace with the increased demand.

The decision and capability to patch potholes is influenced by: current weather; traffic conditions; imminent scheduled roadway construction; major maintenance work or utility work in the roadway; availability of personnel, equipment, and materials, and the demands of the traveling public.

How are potholes repaired?



Pothole patching is performed either as an emergency repair during harsh conditions, or as routine maintenance scheduled for warmer and drier periods. Typically, emergency repairs are done only when a pothole presents a substantial safety or traffic operational problem and must be urgently corrected. For example, a large pothole on a major arterial has contributed to collisions by causing drivers to swerve to avoid or lose control after hitting it. Or, one or more large potholes hinder the flow of traffic causing unusual slow-down and congestion. Potholes near activated traffic signals may expose embedded loop sensor wires, and when they break, the signals will not be responsive to traffic demands.

Emergency repairs usually are done in heavy traffic and can be a safety risk to maintenance workers. Repairs that are more permanent can be scheduled for times when weather and traffic are more conducive to safe operations.

The following are the standard pothole repair methods used for any asphalt paved street or road:

1. Cold-Patch ("Throw-and-roll") : Patching material is shoveled into the pothole—which may or may not be filled with water and debris—and compacted if possible, and crew moves on to next pothole. (This is considered superior to the more commonly used method of "throw-and-go", which does not compact the materials before leaving the site.) Cold patch repairs are quick, but temporary; they are an expedient fix performed when traffic, weather and general pavement conditions preclude a more permanent repair.

2. Hot-Patch Semi-Permanent: Water and debris are removed from the pothole; the sides of the patch area are "squared-up" until vertical sides exist in reasonably sound pavement. Tack oil is applied and then a heated asphalt mix is placed and compacted with a small, vibratory device. A slight crown for water dispersal is desirable. Although it raises the cost of the operation, this is considered one of the best methods for repairing potholes, because it improves patch performance. Because this method is more labor and equipment intensive, it is usually done when traffic and weather conditions are more favorable.

3. Spray-Injection Devices: Water and debris are blown from the pothole; a tack coat of binder is sprayed on the sides and bottom of the pothole; asphalt and aggregate are blown into the pothole; the patch is covered with a layer of aggregate. This technique has higher equipment costs, but has a higher rate of productivity and lower material costs. Spray injection is faster than hot patch repairs and more permanent than cold patch; however, it is not as durable as or useful as hot patch for deeper potholes. The material is not compacted nor is the underlying base material corrected before filling.

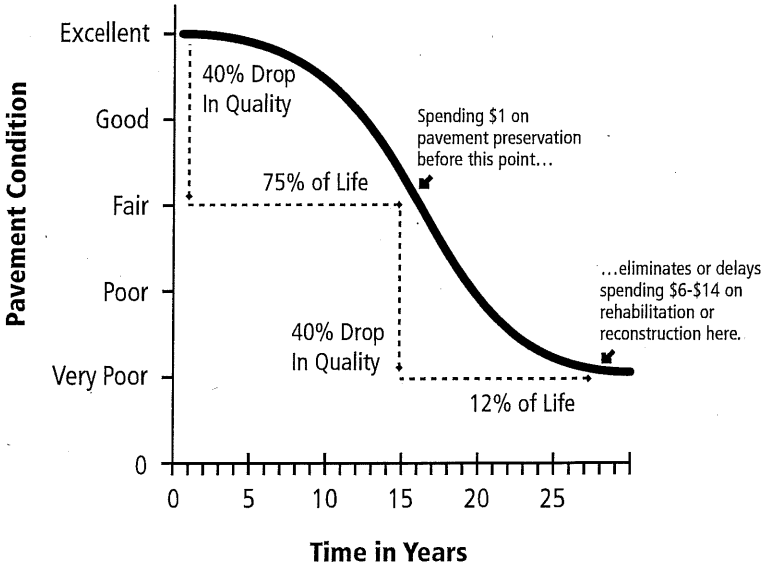
4. Edge Seal as follow-up: Uses same method as throw-and-roll, but once repair section has dried, a second pass is made to place a ribbon of asphaltic tack material on top of the patch edge and pavement surfaces. A layer of sand is placed on the tack material to prevent tracking by tires, and the section is open to traffic as soon as workers and equipment are cleared from the area. (Although this requires a second pass, it can improve patch performance in older pavements with many cracks.)

Severely distressed spots that are much wider, or are substantially deeper, usually require base repairs at a later time. The affected area is removed back to or down to solid pavement or base and then new material placed. In some cases, under-drains may be installed to carry water away from the base and soil.

How can we stop potholes from forming?

The success of pothole repairs depends predominantly on the timeliness of the repair and the quality of the materials and techniques used. Preventing potholes begins when the pavement is visibly cracked. Sealing the pavement to keep water from infiltrating into the sub-base is critical both for keeping potholes from forming and for extending the useful life of the pavement.

In reality, deferred maintenance can start communities on a downward path of deteriorating infrastructure and increasingly costly backlogs of required repairs. Experts conservatively estimate that for every $1 spent to keep a road in good condition, it avoids $6-$14 needed later to rebuild the same road once it has deteriorated significantly, according to the American Association of State Highway and Transportation Officials (AASHTO) "Smart Growth America, Repair Priorities 2014."



AGENDA
ITEM # 15

Office of the **COLLECTOR OF REVENUE**
NANCY HASSELMAN, CCMC
nhasselman@easthamptonct.gov

July 10, 2015

To: The East Hampton Town Council

Documentation of the below listed tax refunds are available in the Tax Office for your review if you so desire. The refunds total $731.91.

Thank you for your assistance.

Nancy Hasselman, CCMC

Nancy Hasselman, CCMC
Collector of Revenue

0.C

43.55 +
145.94 +
164.74 +
327.15 +
50.53 +
731.91 *

0.C